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ENGEN FORMING TASK FORCE TO ADDRESS AIRCRAFT FUELING RESPONSIBILITY

FAA Administrator Donald Engen said he is forming a task force to address the issue of responsibility for aircraft fueling and said the agency plans a response by July 1 to a series of National Transportation Safety Board recommendations for improving safety at airports.

Engen, addressing the annual convention of the American Association of Airport Executives in Indianapolis last week, said the matter of aviation fueling "seems to be one of those areas where no one wants responsibility—or at least not the total responsibility." Engen said FAA attorneys believe the agency has authority to certificate or license aviation fuel handlers and "is obligated to take positive action to assure safety in this area."

There are potential regulatory, non-regulatory and "perhaps even self-regulatory solutions" to the problem of insuring safety of fueling operations, Engen said. The task force being formed, which will include a wide cross section of the industry including airport operators, pilots, oil companies and aviation trade groups, will be charged with developing aviation fuel handling standards and practices that will assure maximum safety. In addition, Engen said it will "define the respective roles and responsibilities of the various aviation elements in assuring adherence to these standards and practices and provide me in a timely manner with an industry-wide position on this matter and a set of recommendations."

Engen said FAA already has met with a core group of industry representatives "and the consensus was that we should not lay the majority responsibility for fuel dispensation on the shoulders of the airport operators simply because they are the primary landlords. We all need to accept a fair share of the responsibility, and working together, we can come up with a solution without unjustifiably burdening any one element."

Major Revision Of Part 139 Planned

In addition to the NTSB recommendations for improved airport safety, Engen noted FAA has been working on its own update of Part 139 standards for some time. He said new FAA proposals will deal with crash/fire/rescue (CFR) requirements at smaller airports, upgrading firefighter training and maintenance of access roads for CFR vehicles. Others will cover new requirements for marking and lighting taxiways, better ways to manage bird hazards and provisions for water rescue. Still others will clarify requirements for snow removal plans and runway safety areas.

Engen indicated he probably will not go along with revisions relaxing CFR requirements at smaller airports as the AAAE and Airport Operators Council International have advocated. "I must tell you that I have some serious reservations about this approach, especially the proposal to drop the three-minute response time," he said, although "I can appreciate the economic arguments of such actions." Engen said he has directed FAA to have a proposed rulemaking ready for publication in the *Federal Register* by Sept. 1 on airport certification changes.

Citing several recent accidents involving ground control at airports, Engen said that FAA expects to issue requests for proposals in September for 23 advanced technology airport surface detection equipment systems called ASDE-3 to replace equipment at 12 airports, with the rest going to new locations. "This will give us coverage at airports where we need it most because of passenger volume, operational consider-

(Continued on the following page)

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AIRPORT AND AIRWAY TRUST FUND
Status as of March 31, 1984

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	5,254,100,397.50	4,787,453,189.49
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund) :		
Any liquid fuel except gas	3,333,000.00	28,401,721.00
Tires used on aircraft	0.00	275,000.00
Tubes used on aircraft	0.00	31,000.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	1,346,000.00
2. Non-commercial 9 cents tax	2,375,000.00	14,919,142.00
3. Non-commercial 5 cents tax	792,000.00	4,974,714.00
4. Transp by air,seats,berths,etc.	171,427,000.00	997,116,048.00
Use of international trav fac	6,383,000.00	35,820,532.00
Transp of property and cargo	11,023,000.00	53,017,006.00
Total Tax Receipts	195,558,000.00	1,135,901,163.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	-346,386.00
2. Any liquid fuel except gas	0.00	-374,949.00
3. Gasoline -Retailer's tax	-145,000.00	-145,703.00
Total Reimburse for Tax Refunds	-145,000.00	-867,038.00
Net Tax Receipts	195,413,000.00	1,135,034,125.00
C. Interest on Investments	2,010,320.58	256,127,062.24
Net Receipts	197,423,320.58	1,391,161,187.24
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-350.85	256,677,120.65
2. Grants-in-aid for airports	36,748,189.81	352,166,994.02
3. Facilities & equipment	19,687,027.01	127,987,417.88
4. Research engineering & development	13,771,042.57	60,232,759.64
B. NOAA weather services	0.00	0.00
C. Interest on Refund of Taxes	0.00	232,275.00
Total Expenditures	70,205,908.54	797,296,567.19
IV. BALANCE - END OF PERIOD	5,381,317,809.54	5,381,317,809.54

(Continued on the back of the following page)

TRUST FUND *(Cont.)*

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	622.69	
Operations	2,879.35	
Grants-in-aid for Airports	4,437,406.32	
Facilities & Equipment	6,812,836.46	
Research Engineering & Development	-909,935.28	
NOAA weather serivces	13,500,000.00	
		23,843,809.54
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS :		
10-3/4 maturing JUNE 30, 1984	5,161,916,000.00	
10-7/8 maturing JUNE 30, 1984	195,558,000.00	5,357,474,000.00
Total Assets		5,381,317,809.54
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		5,381,317,809.54
Total Liabilities and Equity		5,381,317,809.54

Treasury Department Chart